

# Boat Hooks...



## and Baggywrinkle

By Aubrey Graves

### Y' Can't Tie Up at Fair Without a Reservation

MAYBE YOU'VE BEEN TOYING with the notion of running the family cruiser up to the World's Fair this summer and tying up with the other salty types in Flushing Bay. If so, you better get with it fellow! Time's a'wasting and facilities at the new 240-acre are going fast.

You can't just run up to one of the slips, throw your line and go ashore like an empecunious cousin dropping in unannounced for a spell of free-loading.

"Everythnig has to be by reservation," said William C. Crane Jr., head man in the group that will operate Marinas of the Future, Inc. "But the reservation situation is positively not hopeless."

If you're thinking of going in July, forget about it; the 500 moorings and 365 dockside slips are booked solid. And it's almost as bad for August. Best bets would be to plan on getting there in April, May, June or September.

"The important thing for boat owners to remember," Crane said, "is to list alternate dates when you write in for reservations."

Applications should be sent to World's Fair Marina, Northern Blvd., Corona, N.Y.

The LENGTH of your boat will determine the rate you pay; for the season, it's \$13 a foot at the dock and \$5 a foot at a mooring, which includes 24-hour launch service.

On a monthly basis, the tab comes to \$5.40 a foot for a slip and \$2.70 a foot for a mooring. It's 10 cents a foot a day if you stay less than a month.

About 25 boats are already berthed at the L-shaped pier originally built for the 1939-40 World's Fair.

The new dock construction consists of two networks of floating fiberglass slips, one to be completed by the end of April, the other sometime in May. The flats are now under construction in New Jersey.

Pilings were recently sunk for the marina's main administration building which will house a 300-seat restaurant. It is scheduled for completion by the middle of June. There'll also be a coffee shop an outdoor cafe and a cocktail lounge.

Shuttle busses will carry

boat owners to the Fair from a 2000-car parking lot, if their sealegs won't permit them to walk that short distance.

WITH THE BLESSING and active help of Capt. H. F. Rommel, USN, commanding officer of the Washington Naval Station, the Washington Naval Sailing Association has been formed.

Eligible for regular membership are all active duty uniformed personnel and all retired personnel in the Washington area.

Those eligible for associate membership include:

- Dependents of regular or associate members.
- Officers and enlisted personnel of the Naval Reserve.
- Officers and personnel of foreign navies stationed in the metropolitan area.

Officers of the Association are Commodore, Capt. H. J. Rogridge, USN, Assistant Director of Chaplains; Vice Commodore, Lt. J. G. Phillips, USN; Rear Commodore, Lt. Comdr. J. J. Holian, USN; Fleet Captain, Lt. Comdr. J. G. Jor-



With memory of yesterday's sneak snow-fall fresh in mind, these two pictures raise goosepimples anew. The ladies are demonstrating the Whitehouse wakeboard. The rider is pulled along 8-to-10 mph by hanging onto a tow rope. Once in position the

surfer rises to a standing position, tosses the tow line aside and rides "free-flight." The powerful pushing action of the boat's wake works exactly like the giant breakers that propel surfers in Hawaii, the manufacturer says.

dan, RCN; Secretary-Treasurer, N.E. Showron.

MEMBERSHIP in the U.S. Power Squadrons, a private non-profit organization of yachtsmen devoted to boating education, continues to climb with 62,324 at the end of February, 1964, compared to 59,621 posted at the same time in 1963.

The Coast Guard Auxiliary, civilian volunteer arm of the U.S. Coast Guard, reported a total membership of 22,319, against an enrollment of 21,721 at the end of February a year ago. The number of flotillas in the Auxiliary increase during the past 12 months from 766 to 798.

The USCGA is also devoted to boating education as well as to search and rescue assistance.

zine, "The Helm," devoted entirely to boating has been announced by Island Press, Box 136, East Liverpool, Ohio. V.P. Reinfeld is publisher.

The new magazine will place major emphasis on power boating while maintaining diverse boating coverage. The first issue, to be published late in May, 1964, will sell at newsstands for 50c a copy, Subscription rates are set at \$4 per year.

MYSTIC SEAPORT, Mystic, Conn., announces that construction of the Seaport Library Building will begin this month. It will occupy a site adjoining the Administration Building and will serve as a memorial to the late G.W. Blunt White, an officer of the Marine Historical Association from 1953 to 1962.

of cleats for sailboat hal-yards?

Yes, The line can be cast off merely by pulling the pin. Besides, a pin rail has a saltier appearance.

I have a plywood foredeck on my runabout and there is no frame underneath where I want to bolt a cleat. Would it be all right just to bolt it to the deck?

No. Use a piece of hardwood, preferably white oak, to bridge between the nearest deck beams and attach it to them securely with wood crews. Accurately cut a block of wood of proper thickness to use as a spacer between the new carling and the deck. Drill down through the deck, spacer, and carling for your cleat bolts.

A NEW MONTHLY maga-

Is there an advantage in using belaying pins instead